

3 ARRESTED FOR PLOT TO STEAL NAVY MILLIONS

CONTINUED FROM PAGE ONE.

Peake, a private at Camp Meigs, District of Columbia, and Charles E. Wainman, of Victoria, B. C., now living in Washington.

These three men, with probably others, will be arraigned in the police court here Monday as a mere formality for holding them for the action of the Grand Jury.

The alleged fraud involved shipyards making repairs on government vessels. The complaints charge that original vouchers for the Navy Department files would be "lost" and duplicates obtained, on which proper payment would be made. The original voucher then would be altered and put through regular channels for payment, being unquestioned as an original, properly approved and signed.

Only one transaction is mentioned in the complaint, that of \$157,000 in favor of the W. R. Morse Dry Dock and Repair Company, of Brooklyn, N. Y. Department of Justice officials last night, in advance of the hearing, they expect to make, would not say whether any employee of the Morse company was involved, nor would they name any other shipyard affected by the alleged conspiracy.

Confederates Are Known.

The complaint, however, sworn to by a special agent of the Department of Justice, charges not only that the three men mentioned had committed a felony against the United States, but that the same conspiracy was being carried on by the aid of others "to him unknown." These others, it was said, were not known to the department.

That the conspiracy charged was a widespread one is indicated by the great amount of money involved. If the conspirators had vouchers aggregating \$2,000,000, as is reported, the ramifications of their operations would include a large number of shipyards, probably requiring confederates in each yard to preserve the alleged deception.

What specific part a private at Camp Meigs took, or could take, in a Navy Department conspiracy is not made plain by the complaint of the United States Attorney here, but it is charged that Clyde C. Wainman, in conspiracy with his brother, Charles E. Wainman, Peake and others, agreed to take from the files of the Navy Department the original vouchers, certifying that certain repairs had been made by the Morse company and that payment was due, with the intent to obtain payment anew on the same voucher, after payment had been made regularly on a duplicate.

U-BOATS STILL RAID ATLANTIC; ATTACK STEAMER

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arrived here this morning, were already quarantined.

The men were taken to the Soldiers and Sailors' Club at the Marine Barracks, where they were guarded to their first meal in nearly two whole days.

Among those who landed in the Abasco were Mrs. J. Hamilton, wife of Chief Justice Hamilton, of the Porto Rico Supreme Court, and her daughter Charlotte; Mrs. Charles Seymour Westbrook, of New York; Mrs. A. L. Seymour, of New York; Mr. K. Barnett, Brooklyn; John J. Connelly, New Orleans, and Miss Caroline Higgins, address unknown. A complete list of the survivors was refused by Lieut. McClaurin, who said he was acting under orders.

Scantly Clear.

None of the passengers took time to save personal property other than wearing apparel, and it is estimated that jewelry, money and other valuables to the amount of several thousand dollars went down with the Carolina.

It is believed that other boats with survivors of the Carolina and other vessels sunk by the U-boat raiders are off the coast somewhere. Plans are being made to search for them.

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At 74 He Courts Two Sisters—Now He's Suing One



GRACE SHERWOOD

Detroit, Mich., May 28.—When a gay old boy of 74 is engaged at an old age, the same time to two young sisters, and they find it out, something is sure to happen.

Something did!

And now Orville W. Sexton (he's 74) is suing Grace Sherwood (she's 21) for recovery of a \$7,000 home he gave her, on Canfield avenue west, in response to what he now terms "subtle means and devices, artful caresses and cunning overtures."

Celia Sherwood (she's 24) also appears in the testimony as another wearer of a diamond ring which Sexton paid for—a ring almost identical with that which he is alleged to have slipped over the dainty finger of Miss Grace, pretty school teacher from Owosso.

Sexton's attorneys are seeking to show that Celia was the hunter, so far as her part of the engagement was concerned; that she pursued Sexton with attentions, and even threatened to sue him for breach of promise if he did not discard Grace and marry Celia.

Grace told on the witness stand in circuit court how Sexton used to send her letters that Celia had written to him. Finally she had asked Celia what about it all.

And Celia evaded the question.

"Finally I got her to admit

"Well, we're engaged," said Grace. "So am I," said Celia.

"I'm going to marry him," said Celia.

"You are not; I am," I told her. "Well, there's the ring," she said, and I held up my hand and showed her mine.

"The two girls sat with their parents throughout the trial and

did not seem to mind the testimony a little bit.

vious week was that ending May 4, when the deliveries totaled \$6,190 tons.

The record output for May comprised thirty-nine requisitioned steel and four contract wooden vessels.

A great jump may be expected in the production of wooden ships. There have been vexatious delays about designs and machinery for these ships, but all the troubles appeared to have been ironed out and they will be dropped in large numbers for the remainder of the year.

Another good piece of news in light of the visit of German submarines to the waters of the Atlantic Coast is the delivery of Japanese ships to the Shipping Board.

Twelve Japanese steel ships, with an aggregate of 60,000 tons, have already reached the Pacific Coast and as soon as they can be loaded, will be sent through to the Atlantic.

These will be the first Japanese-built ships to traverse the dangerous submarine zone, and they will go as American ships flying the American flag.

Further to conserve all the available tonnage of the United States the Shipping Board yesterday adopted a hard and fast rule that hereafter no American ships, no matter of what class, of more than 100 tons shall be transferred from the American to another flag.

Some American sailing vessels in foreign ports, unfit to cross the submarine zone, were turned over to friendly nations in extreme need of shipping. This precedent created a demand for live American shipping. The Shipping Board cannot afford to satisfy the demand, but in order to attract work to the small shipyards of the country and further stimulate the shipbuilding industry of the United States, any allied or friendly nation can have ships up to 1,000 tons built in the yards in the United States.

Beginning at the northern point of the District; southerly on the District line to Queen Chapel road; southerly on the center line of Queen Chapel road and Brentwood road to T street; west on center line of T street; to First street west; north on center line of First street west to College street; west on College street, Barry place, and Florida avenue to Fourteenth street, north on center line of Fourteenth street to Irving street; to Sherman avenue, northerly on center line of Sherman avenue to Spring road; west on Spring road to Rock Creek; northerly on Rock Creek to the District line to beginning.

The registration stations for this district are the Park View School, Warder street, between Newton and Otis streets, between Newton and Brookland School, Tenth street, between Monroe and Lawrence streets northeast.

District No. 11.

Beginning at the easterly corner of the District; southerly on the District line to Potomac River; northerly on the east side of the Potomac River and the west side of the Anacostia River to Benning road; easterly on the center line of Benning road and Florida avenue to Brentwood road; northerly on the center line of Brentwood road to Queen Chapel road to the District line; southerly on the District line to beginning.

The registration stations for this district are Wheatley School, Montello avenue and Neal street northeast, and the Ketcham School, Fifteenth street and Good Hope road southeast.

District No. 12.

Bounded on the north by the center line of Q street north; on the east by the center line of Union Station and center line of First street east; on the south by the center line of K street north; on the west by the center line of Fifteenth street west.

The registration station for this district is the Thompson School, Twelfth and L streets northwest.

District No. 13.

Bounded on the north by the center line of Q street north; on the east by the center line of Union Station and center line of First street east; on the south by the center line of K street north; on the west by the center line of Fifteenth street west.

The registration station for this district is the Thompson School, Twelfth and L streets northwest.

District No. 14.

Bounded on the north by the center line of the Mall and the Capitol Grounds; on the east by the center line of South Capitol street; on the south by the Anacostia River and Potomac River; on the west by the Potomac River; being all of the south-west section.

The registration station for this district is the Jefferson school, Sixth and D streets southwest.

District No. 15.

Bounded on the north by the center line of East Capitol street; on the east by the Anacostia River; on the south by the center line of the Anacostia River; on the west by the Potomac River; being all of the southeast section of the city.

The registration station for this district is the Eastern High School, Seventh street, between Pennsylvania avenue and C street southeast.

District No. 16.

Bounded on the north by the center line of the District line and Benning road; on the east by the Potomac River; on the south by the center line of East Capitol street; on the west by the center line of First street east, and on the east side of Union Station.

The registration station for this district is the Peabody School, Fifth and C streets northwest.

District No. 17.

Bounded on the north side by the District line; on the east by Rock Creek, south and west by the Potomac River, being all that part of the District west of Rock Creek.

The registration station for this district is the Western High School, Thirty-fifth street, between R and Reservoir streets northwest.

District No. 18.

Beginning with the northwest corner of said district at the intersection of Florida avenue and Sixteenth street west; east on the center line of Florida avenue, Barry place and College street to First street west; south on First street west to T

11 TOLL OF U-BOAT NOW IN HIDING OR SEEKING SECRET BASE

CONTINUED FROM PAGE ONE.

This is a summary of the report which Secretary of the Navy Joseph Daniels is understood to have been made at yesterday's meeting of the Cabinet at the White House.

The President is said to have been informed that every available navy ship in home waters is being employed in the search for the enemy vessel or vessels.

Is Of Cruiser Type.

The most important information which has been established, according to Secretary Daniels, is that the U-boat which carried out the operations against American shipping was of the cruiser type, and at least 225 feet in length.

The reported statement of the German commander that he had been away from his home base for approximately two months is by no means regarded as an impossibility.

The embarrassing question is where the raider has been in the time intervening before the late of the first sinking on the Atlantic Coast which was about May 25.

If this could be explained the matter of a secret German base on the American continent could be more easily solved. There would also be less apprehension concerning the number of mines scattered in the lanes of coastwise ocean traffic.

Had Favorable Conditions.

Even if there is no base, there is official ground for the opinion that the raider has been able to replenish stores of both food and fuel from the vessels known to have been destroyed. Under such favorable conditions it is asserted the U-boat has been in the vicinity of the United States for many weeks and still continue its depredations, if successful in dodging the fleet now taking part in the sea hunt.

Apparently the German prattleskipper did not idle away his time along the Atlantic coast when there were ships in sight which he dared attack. He is thought to have been patient in several districts. Discovery of one of the mines off the Delaware Capes was announced yesterday by the Navy Department in the following statement:

Mine Below Surface.

"The Navy Department has received a report from the commandant of the Fourth Naval District that at 11 o'clock today a naval mine sweeper, operating off the Delaware Capes, picked up one mine.

The mine was in the vicinity of the location as that in which the tanker Pratt was sunk yesterday afternoon.

"The movements of shipping are being carefully regulated and the mine sweeping is of course being continued."

It is stated authoritatively that the mine, which was of German manufacture, had been anchored slightly below the surface of the water in order to avoid detection.

Secretary Stays Late.

Secretary Daniels and the entire executive staff of the Navy Department were on duty until a late hour again last night. The Secretary has been in the vicinity of the all reported movements of navy ships engaged in the search and frequently communicated by telephone with distant coast points.

A report from the Fourth Naval District that the steamer Herbert L. Pratt, the tanker laden with oil and thought to have been a complete loss, had been salvaged, was received with profound gratification at the Department and by the Shipping Board. The Pratt was being towed to New York, the message indicated.

Douglas Lands Passengers.

Closely following this message came another from the Fourth Naval District telling that the seaconer Douglas had landed more than a hundred passengers from the Carolina. The confirmation of the sinking of the Porto Rico liner was received through press dispatches earlier in the day. It has not yet been officially reported by the navy patrol.

A brief bulletin announced that sixteen persons from the Carolina had been lost. Details were not given.

In the absence of information as to the complete destruction of the Carolina there is serious apprehension lest the German U-boat commander with a part of his own crew might turn the passenger vessel into a raider. The size and speed of the ill-fated passenger ship is said to make it a most desirable prize, provided there was time to take it over, and sufficient fuel available.

Tankers Short.

Chairman Hurley, of the Shipping Board, was greatly pleased with the news that the Herbert L. Pratt would be saved. There is a great shortage of ships of the tanker or oil carrying class.

Mr. Hurley clings stubbornly to the theory that the main purpose of the German Admiralty in sending U-

boats to America is to destroy tankers.

He has urged extraordinary precautions against the possibility of attacks on shipping in the Gulf of Mexico for that reason.

Secretary Daniels, as a precautionary step, has requested that individuals who learn in any way of the movements of navy ships be careful to whom the information is imparted. Newspapers were requested not to publish and reports of this character.

Department Disarms Critics.

The frankness with which the Navy Department officials admit that enemy submarines were operating along the coast for more than a week without their knowledge disarmed all possible critics. The only explanation offered was that the great stretch of water along the Atlantic Coast afforded a splendid hiding place for a cleverly manipulated U-boat.

Secretary Daniels said at his conference with the correspondents the first knowledge he had of the present raider was received late on Sunday, June 2. Eight days prior to that the German pirate crew bagged their first victim.

It is now established that the two derelicts reported in the vicinity of Delaware Capes about ten days ago were the first sailing vessels destroyed by the U-boat. Navy patrol ships examined the hulls of these vessels, but found nothing to indicate the work of a submarine, according to the reports on file at the department.

Many Searches Made.

Rumors that a submarine had been sighted have been received at the Navy Department with great regularity over a period of seven months. Every case has been investigated and thorough searches have been made. And on this account the presence of the broken hulls of two sailing ships did not arouse suspicion that justified a general alarm such as went out last Sunday afternoon.

Measures have been taken to protect the entrance to the Chesapeake bay and the lower Potomac in such a way as to preclude the possibility that a submarine might get within striking distance of Washington.

All of the coastwise vessels under control of the Railroad Administration were reported safe in port.

Secretary Daniels last night issued a statement saying it was indicated that eleven vessels had been sunk by German submarines operating off the Atlantic Coast.

The statement follows:

"The latest reports received by the Navy Department indicate that the following vessels have been sunk as the result of enemy submarine activity off this coast:

"Schooners—Edna, 25 tons, bombed; Hattie Dunn, 46 tons, bombed; Ham-

paugh, about 1,500 tons, Edward H. Cole, 1,791 tons, bombed; Isabel Wiley, 1,791 tons, bombed; Jacob Haskell, 1,778 tons, bombed; Edward Beard, bombed.

"Steamers—Winneconna, 1,900 tons, torpedoed; Herbert S. Pratt, 7,300 tons, raised and towed to port Texel, Carolina."

In the list of "indicated" sinkings, Secretary Daniels included for the first time the name of the Porto Rican liner Carolina.

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U.S. to Pay Mme. Crignier, of Paris, \$13,511 Indemnity

Madame Crignier of Paris should be paid \$13,511, so the President of the United States has recommended.

It was through the efforts of Madame Crignier's three houses at 41, 45 and 47 Rue Grange-aux-Belles that the excavations were made when the body of Admiral John Paul Jones was discovered in 1905.

Body in Closed Cemetery.

The body of the famous admiral was found in the old St. Louis cemetery for foreign Protestants, which by law was closed in 1793. Gen. Horace Porter, at that time ambassador, made arrangements with Madame Crignier and paid her \$15,000 francs indemnity from his own pocket. This was in December, 1904.

But when the lessees of her property won the suit they obtained about \$5,000 francs, and she had to pay out as much again for experts, lawyers, etc.

Two-Headed Calf Lives.

Eau Claire, Wis., June 4.—A two-headed calf born on the farm of Matt Leet, who lives a short distance from this city, is still alive. Both heads have perfectly formed mouths, two eyes and two noses, but there are only two ears, one on the outer side of each head.

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WAR WORKERS QUIT DISTRICT BY HUNDREDS; CAUSES MANY

Clerical Work of the Government May Be Seriously Hampered Unless Poor Conditions Are Corrected.

By BILL PRICE.

Unless Cabinet officials and heads of all bureaus in Washington soon agree upon plans for contenting government workers in executive departments the clerical work of Uncle Sam is likely to be impeded in a most serious way by departure from Washington of thousands of employees going back to their homes.

Careful investigation by competent officials today revealed that these departures are due only in small part to dissatisfaction with rooming and housing conditions in this city. They are found to be due to several important causes: Scarcity of manpower back in the States and the willingness of employers there to meet the salaries that are paid by the government in Washington; dissatisfaction with working conditions in the government departments here, homesickness, housing and feeding conditions in this city.

Many Leaving Now.

Figures available today show that for the week ending May 6, 1,512 new Government appointees arrived in Washington to begin their duties, while 687 separated themselves from their positions, a net gain of 825. For the week of May 13 the arrivals were 1,580 and departures, 893. (Revised from the Washington Times of May 28.)

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LAUNCHING OF SHIPS NOW INCREASING AT ACCELERATING SPEED

CONTINUED FROM PAGE ONE.

the plants erected here in record time and how the work was accomplished, but the lead taken by the United States will make it almost impossible for the United Kingdom to catch up, and the end of the year will find her supreme in ship production over the rest of the world combined.

The greatest year in the history of shipbuilding in the United Kingdom was 1913. The output was 2,988,229 deadweight tons, or a monthly average of 248,185 tons. Last year the United Kingdom produced 1,741,500 deadweight tons, or a monthly average of 145,125 deadweight tons. The best month was March, with 238,238 tons.

In the last six days of May there were delivered to the Shipping Board fourteen steel and one wooden ship, aggregating 42,760 tons. The best pre-

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Ar. Portland 7:00 p. m.

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beginning June 18, arrive West Philadelphia 11:30 a. m., Baltimore 7:30 p. m., Washington 9:30 p. m. First train returning will start from Portland at 9:30 p. m., June 18.

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